

5.00 buys a model E Locomobile touring car in first condition. Just the thing for a delivery wagon or family car.

AVIS & CHILDS
1218 Conn. Ave. N. W.

EVERYTHING that comfort demands for the motorist. We carry a complete line of supplies and accessories.

AGENTS FOR
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MOTOR SUPPLY SHOP
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THE NEW SUPPLY HOUSE
EVERYTHING FOR YOUR AUTO
FROM A NUT TO AN ENGINE
The Auto Exchange & Supply Co.
1710 Fourteenth St. N. W.
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AUTOMOBILE REPAIR SHOP

MR. MURGER AND SONS
All Expert Mechanics.
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Any automobile owner who is troubled with tire troubles will be positively done away with by

Aircase
The World's Best Filler for Automobile Tires.
Experiment. Thoroughly Tested. Time Tried. No Tire Troubles!

Use Tire Filler Co.
Distributors
WASHINGTON, D. C.
1224 D St. N. W.

Agency for
Seamless Tires
Guaranteed against defects for 5000 miles. Absolutely hand-made. Call and see them.

Formerly the
Frank & Fickling Co.

Keep Your Auto Clean
Half Price on Camels and Sponges.
Washington Auto Supply Co.,
Distributors of FISK TIRES.
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"OLDS" For Ease

The Oldsmobile will take you to your destination and bring you back home with ease and comfort.

YOU CAN DEPEND UPON IT.
M. T. POLLOCK
1018 Connecticut Avenue
PHONE MAIN 7837.

OFF ONE WEEK ONLY
Introductory Offer Only

AUTO TOPS
Dust Covers, Storm Aprons, Dust Covers, Side Curtains, Send Postal for Representative.

National Auto Top Company,
405-7 13th St. N. W. M. 6212
Dep. District Bldg.

Bring Your Tires Here
All kinds of Vulcanizing and Retapping.

H. WARREN
3019 M Street N. W.
Bicycle Sundries.

P. M. CORR,
Agent for Flanders and Yale Motorcycles and Cor's Special Bicycles. Complete Overhauling and Rebuilding. Accessories and Sundries. Free Estimates, Reasonable and Overhauled. Phone Main 5126.

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The entry of David Bruce-Brown, heading the list of speedsters for the Grand Prix race, considerable interest is now being stirred up in Milwaukee's big motor race meet. Bruce-Brown, nominated the Fiat car last Tuesday, the first regular entry in the international classic, and his mount will be the same car with which he won the first leg of the French Grand Prix a few weeks ago and with which he scored third place in the famous European classic, but was disqualified on a technicality for having taken on gasoline at an unauthorized point on the course.

A number of other famous pilots are already making plans for the big Milwaukee meet. Ralph De Palma, who will arrive from Europe, may be seen at the wheel of the same car, the Mercedes, with which he made such a sensational performance at Indianapolis, leading practically for 400 miles. Erwin Bergdall has entered the Fiat and possibly may be a contender in the Grand Prix.

E. G. Hewlett, of Los Angeles, has expressed a desire to enter two Fiat cars, the one which Teddy Telford drove to victory at Santa Monica and Tacoma a few weeks ago. Telford will have one of the same and Barney Oldfield may have the second one.

Starter Fred J. Wagner has received advice from a number of small car makers as well as manufacturers of the big fellows that they are preparing to enter the Fiat Trophy and Wisconsin Motor Trophy event.

When the two big races were held at Savannah that city was always commended for the excellent way the militia patrolled the course. The Milwaukee promoters do not intend to be outdone by the Southern city in this respect and arrangements have been made to have the 10-mile circuit controlled by a dozen companies of the State Guard if necessary.

Supplementing the military protection will be 200 deputy sheriffs, stationed about the course, the chief of police will detail a special force, drafting men from various parts of the city. Detectives from different parts of the country will do special work in protecting the throngs of visitors.

Practice for the automobile races to be held on the hard-packed Galveston (Texas) beach, August 2, 3, 10, under auspices of Galveston Automobile Club and the Texas State Automobile Association, has been going on for several days. The militia line the course to watch the tuning-up sprints. The drivers who are already located on the course are mostly amateurs of Texas and neighboring States, who are to be pitted against the veterans pilots from the North. This beach event brings together a class of local drivers, who each year strive to win the reputation of being the "Bruce-Brown of the beach."

Capt. J. W. Munn, chairman of the racing committee, received word yesterday that among the drivers coming here for the meet will be John De Palma, winner of the Fiat trophy at Indianapolis, and a race driver at Old Orchard Beach, on July 4, where he performed brilliantly.

A grandstand seating 10,000 people is now being erected on the beach. It will stand the entire length of the two-and-one-half-mile course and will be in full view of the spectators at all times. This arrangement is new for beach races, which seldom provide for the seating of more than 1,000 spectators. The grandstand will be on the beach, at the low tide mark, with an additional 100 feet of driveway, with an additional 100 feet of driveway, with an additional 100 feet of driveway.

Announcement has just been made of the appointment of Ernest Coler as manager of the advertising departments of the John N. Willys group of motor car factories. Mr. Coler will supervise the work of the departments of the Garford at Elkhart, Ohio; the Gramm Truck Company, Lima, Ohio; and the Willys-Overland Company in Toledo.

Hugh Drane and Mort McChure, the two Texas ranchmen, driving Marion cars in the Four States' Tour, which completed 1,200 miles at Indianapolis Wednesday, made an involuntary donation to the Indianapolis 500. Some tourist took a dislike to their badger mascot, which had ridden on a Marion "Robot." It was missed at Canton, Ohio, and a telegram from Indianapolis, acknowledging the donation, was the first trace the tour sleuths got of it.

The thirty cars and trucks, which are taking part in the Four States' Tour of the Indiana Automobile Manufacturers' Association, made their second night control of their two-weeks' trip at Lima, Ohio.

While in that city the 100 or more tourists were the guests of the Gramm Truck Company, recently purchased by President John N. Willys, of the Willys-Overland Company.

With an actual total production of 20,000 cars for the 1912 season, the Willys-Overland Company, Toledo, Ohio, finished August 1, its most successful year since the organization of the company. Under the guidance of President John N. Willys, the Overland Company has had a meteoric career, rising in five years from an obscure position to the rank of second in production of motor cars.

The fiscal year of the Overland ended July 1, and the monthly production of cars for the past year is as follows: October, 1911, 234 cars; September, 240; August, 1,422; November, 1,381; December, 1,389; January, 1,231; February, 1,201; March, 2,369; April, 1,211; May, 1,266; June, 1,261; and July, 1,230.

By virtue of his fine performances in the national championship motorcycle events at Columbus Ohio, July 17 and 18, John Constant, of Brooklyn, N. Y., won the Bosch Magneto Company's 1912 Amateur Trophy and the title, Amateur Champion of America.

The city of Springfield, Mass., has received world-wide fame on account of its early and rapid adoption of motor-driven fire apparatus. It now having 11 Knox machines in service, embracing all forms of apparatus from chiefs and chemical cars to special life-saving cars and a water tower with Knox Martin tractor, as well as two electric hook-and-ladder trucks and an electrical chemical machine.

The efficiency of this motor department was put to a severe test on July 4 and 5, and in the opinion of Chief Daggert it unquestionably saved the city from a serious fire.

The afternoon, necessitating such rapid response on the part of the department that the apparatus on several occasions did not have time to return to the engine house before being called.

C. Gordon Reel, State Superintendent of Highways of New York, has notified the Touring Club of America that contracts will be let shortly for the complete reconstruction of Route 41, which is composed of the Shore and the Boston Post Roads, between the town of Pelham and New Rochelle, and the Boston Post Road, through Mamaroneck and Rye, to the Connecticut State line.

Mr. Reel says he fully appreciates the necessity of putting this important highway into the very best of condition, and no time will be lost in letting the contracts, so that the contractors may be in operation. The matter of detours has not been decided, but, in accordance with the law, the contractor will be obliged to keep a portion of the main road open during reconstruction, or, where this is not possible, to post necessary detours.

The American Motor Company of Indianapolis is one of the better known companies to make an early announcement for 1912. These Hoosier companies are remembered for the success, during the last eight years, of their "American Underdog" cars. They state that their new year line will consist of the "American Traveler," \$4,500; the "American Tourist," \$3,500; and the "American Sport," \$2,500. This year's line will be practically unchanged. There are few radical changes, an effort for continued refinement being noted.

"Some people have so long associated the motor car with lavish upkeep expenditures that it requires a distinct mental readjustment to look on automobiles as a source of profit. Our sales records bear witness of the fact the motor car is an economic investment," says E. C. Spitzley, of the Abbott Motor Company.

Some months ago on looking over the list of sales made by our New York office, my curiosity was aroused on finding seven direct names signed on one contract. On inquiry, I found the car in question, a seven-passenger touring car, had been purchased jointly by seven men who lived in a Long Island town about twenty miles out and somewhat removed from the railroad. Every morning the car makes its rounds, picks up the seven men, and makes a quick dash to the city. Each man has a key to the car and each one drops it off at his office. All being in the downtown office section, this is quick work. At night the car calls and takes them home, refreshed by their trip. In addition, each family has the use of the car one day a week. The car is stored in a portable garage and the cost of upkeep to each owner is nominal—about \$1 a week.

Out of all possible communication with the world, and without food for twenty-seven hours, were experiences of the Alcoa crew when a break in the huge irrigation canal near Sterling, Colo., engulfed the transcontinental truck in a sea of alkali mud.

On account of the severe conditions on terrific roads and trackless prairies the vehicle was able to cover only 111 miles in thirty hours. The truck, carrying the motor freighter from Philadelphia to Patuxent, Md., was stuck in the mud for several days.

The vehicle was located in Port Morgan, after being marooned in the heart of the mud. At this point it had piled up a distance of 2,300 miles.

That the touring conditions encountered in the Philippines are no bar to the R-C-H was demonstrated by the remarkable trip from Manila to Baguio and return, recently made by E. M. Bachrach, the R-C-H dealer, and P. W. Tinsley, a newspaper man.

Baguio is the summer capital of the islands, and the run from Manila to the ideal city in the Igorote country is looked upon as about the severest touring trip in the world. The round trip is 300 miles and the road includes jungle, trackless rice fields, mountains, and an absolutely frozen country.

Motors in the mountainous Philippines capital have a wholesome respect for the car that can make such a trip. Residents of the islands are fondly hoping that before a great while the government will have completed its building operations and constructed a perfect road to Baguio.

Job E. Hedges, the well-known New York lawyer, after a dinner speaker, who has been put forward for the gubernatorial nomination, began his campaign in a vigorous manner on Thursday last when he started on a whirlwind automobile tour of New York State, to occupy twelve days.

Accompanied by John A. Stewart, president of the State League of Republican Clubs, who is acting as campaign manager, Mr. Hedges left the Marlborough Hotel at 7 o'clock in a high-powered Knabbe, silent, light and one hour later was reported in Nyack, twenty-nine miles away, discussing the gubernatorial situation with local Republicans.

Mr. Hedges' itinerary will carry him through Newburgh, Catskill, Schoharie, Cooperstown, Hamilton, Cortland, Ithaca, Auburn, Syracuse, Oswego, Utica, Amsterdam, Schenectady, Saratoga, Glens Falls, Troy, Albany, Poughkeepsie, and dozens of similar intermediate cities. Meetings with local Republicans have been arranged in fifty-nine cities.

"A national movement that is causing widespread interest among municipalities," says F. E. Sawyer, head of the motor fire truck department of the Goodyear Tire and Rubber Company, of Akron, Ohio, "and one which has received quite a little attention by the press, is the adoption of motor-driven apparatus for fire department service. That this movement has assumed concrete form is best evidenced by the large number of machines being purchased. One authority states that 100 machines, aggregating \$1,000,000, were ordered or delivered during May.

"In fire department service the most important requisite is reliability. A pneumatic tire, to properly fulfill its functions, must meet these exacting requirements, and in the design of such a tire two broad principles must be observed—correct design and high quality of workmanship and material. And no tire can be a success that fails to fully meet both of these requirements.

Knights as the leader, offered with an offer of wire wheels.

Having combined chassis of the most advanced design with examples of Stoddard-Dayton body and coach work, which have established a fine prestige for the Dayton shops, the new production is certain to be sought by dealers more eagerly than in any previous year.

Demonstrating an automobile ten thousand feet the air is the latest stunt of Charles Bliss, the Denver dealer of the Franklin Automobile Company.

Mr. Bliss recently took a party of seven for a trip up Longmont, a distance of eighty miles from Denver. Upon the return of the party, one of the passengers immediately bought the big Franklin touring car from Mr. Bliss.

The Imperial Automobile Company, of Jackson, Mich., has just closed a deal for the purchase of the Jackson plant of the Buick, which gives the Imperial two splendidly equipped factories. The new plant will have an additional capacity of 2,000 cars, bringing the total output to 10,000 or over. It will employ 800 men and affords eight acres of floor space. The additional production of cars and the possibility of this greatly increased plant place the Imperial firm among the really big factories of the automobile business in this country.

The automobile trade has been accustomed for some time to large orders for commercial cars. The Waverley Company of Indianapolis has recently filled an order from the Louisville Lighting Company of Louisville, Ky., for six Waverley Electric Roadsters for the use of their trouble and repair departments. These are in addition to four light delivery wagons of the same make and for the same service.

Thirty-five farm owners, among them some of the best-known ranchers and amateur automobile drivers in Texas, left Dallas last Monday morning on the first day's run of the farm and ranch endurance tour. The tour is a long and a long list of cash and other prizes.

Not since the passing of the Glidden tour through the city two years ago has Dallas seen any such enthusiasm in automobile circles. The cheering throng that lined the way on both sides of the road kept a squadron of mounted police busy clearing a path for the contestants and it seemed as though every one of the 400 automobile owners in the city had turned out to do honor to the drivers.

Among the contestants were such prominent ranchers as O. L. Sims, who drove in his Overland 100 miles from Palm Rock to enter the tour; W. R. Brice, a Franklin, who owns a big slice of Dallas County, and W. R. Mickle.

Without doubt pumping tires with a hand pump requires more actual labor and greater physical exertion than any other feature in connection with handling an automobile, being dreaded by motorists at all times and especially during the warm weather.

In the use of an electric-lighted, self-starting cars every possible convenience and luxury is demanded by the public and presently no car will be considered complete unless it is provided with a pump is part of its equipment.

That a reliable and inexpensive power pump is now to be had will be good news to motorists. A device known as the "Two Minute" Tire Pump, made by the Racine Engine and Machinery Company, Racine, Wis., is gaining popularity owing to the fact that it is thoroughly fills a long felt want.

This pump is small, compact, and is permanently attached to the frame of the car underneath the footboard. It may be applied to a large majority of automobiles as it is adapted for use on cars having exposed or accessible fly wheels.

The only visible parts are a brass fixture which attaches to the dash board and a knob on the side of the car which operates a starting lever attached to the pump. When this knob is turned the friction wheel of the pump is thrown in contact with the fly wheel of the motor. The air is forced through a tube to the dash fixture and from there through a rubber hose to the tire to be inflated. A gauge in the hose makes it easy to inflate the tires to the pressure required on them by the manufacturer, insuring at the same time equal inflation of all four.

The Racine Engine and Machinery Company, Racine, Wis., who manufacture this device, have carefully perfected it.

To Raise Sunken Barge.
Capt. Rignin, owner of the barge Princess, which recently sank in the Susquehanna River with a cargo of stone on board, is making arrangements to raise the vessel. The Baltimore Wrecking Company will have charge of the work, and, when floated, the boat will be taken to the nearest railway for repairs.

LOCAL AGENTS AND THEIR CARS.
Barnard Motor Car Co., 1412 Fourteenth St. N. W.—Stoddard Dayton.
Theodore Barnes & Co., 1212 H St. N. W.—Pullman automobiles.
Bowles Motor Sales Co., Inc., 1603 Fourteenth St. N. W.—Stearns, Warren, Detroit, and Laughlin Juergens trucks.
Bulck Motor Co., 1018 Connecticut Avenue N. W.—Bulck.
Carpenter Auto Co., garage, Seventeenth and U Streets N. W.
Carter Motor Car Co., Munsey Building.
Commercial Automobile & Supply Co., 1312 New York Ave.—Studebaker.
Commercial Garage, 303 Sixth St.—Oldsmobile.
Cook & Stoddard Co., 1135-40 Connecticut Avenue—Pierce-Arrow, Cadillac, and Baker Electric.
E. H. Eberole, Warder Building—Stutz cars.
Everitt Automobile Sales Co., 1707 Fourteenth St. N. W.—Everitt car.
John J. Fletier, 1711 Fourteenth St. N. W.—Waverley and Moon.
David S. Hendrick, 1217 H St. N. W.—Thomas Flyer, and Franklin.
Hines Auto Co., Fourteenth and 8 Sts. N. W.—Lyon and Shalet.
Imperial Motor Co., 1214 V St. N. W.—Rausch and Lang electric, White cars, and Mota tires.
King Motor Car Co., 1312 Fourteenth St. N. W.—King car.
Locomobile Co., 1124 Connecticut Avenue N. W.—Locomobile.
Lester Sales Co., 1315 H St. N. W.—Lester car.
Luttrell Co., Dupont Circle and Connecticut Avenue—Packard Motor Car.
Emerson & Orme, 1407 H St. N. W.—Apperson, Detroit electric, and Emerson & Orme.
Matheson Motor Co., 1220 N. Y. Ave.—Matheson and Henderson.
Miller Bros., 1105-7 Fourteenth St. and 916 N. Y. Ave.—Ford car.
Motor Supply Shop, 1218 Connecticut Ave.—Hupmobile and Marmon.
Oldsmobile Co. (M. T. Pollock), 1013 Connecticut Ave.—Oldsmobile.
Overland Washington Co., 224-26 Fourteenth St. N. W.—Overland and Garford.
Prober Carriage Co., 1230 Wisconsin Ave.—Michigan, Whiting and Detroit.
Stuart Auto Car Co., 1012 Fourteenth St. N. W.—National, Hudson and Hupp.
Yeats Electric.
United Motor Washington Co., 1231 Fourteenth St. N. W.—Columbia and Maxwell.
Warren Motor Car Co., 1603 Fourteenth St. N. W.—Warren car.
Congressional Garage, 625 Pennsylvania Ave. E.—Wilcox truck.
Zell Motor Car Co., 1405 H St. N. W.—Zell.

About People You Know Along Auto Row.

Theodore Barnes will start on a tour through Massachusetts next week in a Pullman "W." He will be gone from a week to a month.

J. Albert Schaefer, in a Pullman "W." will go to Oakland, Md., either Friday or Saturday evening, where he will spend a week or ten days.

Gilbert C. Bensinger has just returned from a trip in an Ohio "W" to Philadelphia, Harrisburg, Atlantic City and the Blue Mountains. His brother, Daniel R. Bensinger, will leave this week in an Ohio "W" for Atlantic City and New York.

R. O. Israel is going to Atlanta, Ga., in a \$4,000 40 H. P. Thomas Flyer.

J. M. Stoddard left last night for New Hampshire, where he will spend the rest of the summer. He made the same trip in a Cadillac in June.

The Commercial Automobile and Supply Company sold a Studebaker "W" to J. B. Bland, and the same type car, demiluneau, to Dr. William E. Clark; also a 20 H. P. Studebaker "Suburban" to C. R. Brink.

Representative John M. Falcon, of North Carolina, bought a Lyon touring car from the Hines Auto Company last week.

Representative Page, of North Carolina, has just returned from a trip to his home State, made in his Lyon car, and he is now planning to go again in another car of the same make.

The Luttrell Company sold two cars last week. One 6-cylinder Packard "Phaeton" was sold to Robert Corby, and a 4-cylinder Packard runabout to C. C. Trivvy.

J. L. Winter and family, of Mississippi, left yesterday for a tour through the New England States in their recently purchased National.

C. M. Storm left last Thursday in a Hudson Torpedo for Allentown, N. J. He will be gone about a week, and upon his return will prepare for another tour through the State of Maine for the month of August.

James A. Fletcher is going to Atlantic City in his Oldsmobile.

The Motor Supply Shop sold a Hupmobile "Runabout" to Arthur Brown last week.

Edward C. Goodwin left last Friday for Meriden, Conn., in a Hupmobile touring car.

Arthur Forsaker left last night for Folsom Springs, Me., in his Marmon touring car.

Dr. Edward H. Abbe, of the Army and Navy Club, bought an Oakland "W" five-passenger touring car from the Oldsmobile Company this week.

T. P. Hickman has just returned from a trip through the States of Maryland and Virginia in an Oakland "W." He reports that he had no trouble whatever over the 2,000 miles of country which he covered, and much of which was hard going.

Decrease in Railroad Freight.
While showing increased activities in every other branch, the railroads of the United States show a decrease in the number of tons of freight moved during the last fiscal year. Freight tonnage for the fiscal year ended June 30, 1912, was 1,781,707,564, which shows a decrease of 1,382,110 tons over the year previous, according to the figures of the Interstate Commerce Commission.

Many Bills Laundered.
Several hundred thousand dollars' worth of neatly laundered paper bills lie in the vaults in the Treasury waiting for Secretary MacVeach's permission to circulate and get dirty again. The government's new machine for laundering the bills is pronounced a success. It turns out the grained \$1, \$2, and \$5 bills at the rate of 100 a minute. One hundred percent of the bills so laundered have been declared satisfactory for circulation after inspection.

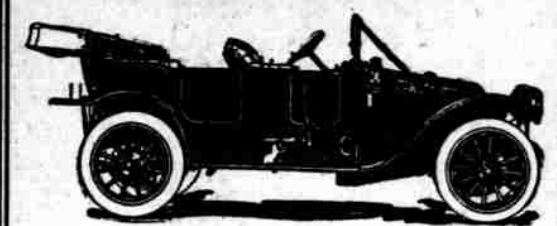
Made to Act as Prosecutor.
Assistant United States Attorney Sydney Mudd will take the duties of prosecutor in the United States branch of Police Court to-morrow. He will alternate with Assistant United States Attorneys S. McCombs Hawken and John Louis Schmidt, during the absence of Prosecutor Ralph Given, who is on leave until September 10.

Recalls Preferred Stock.
The Studebaker Corporation has taken advantage of a seasonally profitable season to recall \$400,000 worth of preferred stock, issued some time ago. In addition the firm has added greatly to its immense reserve fund.

Eighteen Miles Per Gallon.
In more than 2,000 miles of cross-country going, C. F. Blumberg, in his "Texas Long Horn" Studebaker E-M-P "30," averaged sixteen miles per gallon of gasoline and 300 miles per gallon of lubricating oil.

Government Purchases Autos.
The United States Government—for a half century one of Studebaker's best customers—has just purchased eight more Studebaker cars for work in the reclamation service and the Indian bureau.

Franklin Model D 38 HP \$3500.



How many makes of tires have you used since you bought your car? You cannot find the solution to tire troubles by experimenting with tires. It rests in the construction of the car. The owner of a Franklin car does not worry about tires. He almost forgets them. They last from three to four times longer than on other cars. 8,000—10,000 miles is the average service. Let us show you the reason why.

DAVID S. HENDRICK,
1317 H Street N. W.

HEADQUARTERS FOR ROLLER SKATES.
ALL THE BEST KINDS AT 75c TO \$4.
BARBER & ROSS, 11th and G Sts.

African Elephants.

From the New York Sun.

The elephant is enormous numbers still roam over large parts of Africa. For generations to come he may be commercially important for the ivory he supplies and for the food he affords to many tribes that relish his flesh. We do not know yet whether it will ever be possible to make him thoroughly useful as a draft animal and luggage carrier. The earliest efforts of the last ten years to tame and make him a good domestic animal have not been largely rewarded. From all we hear of his history he seems doomed to extermination, unless he can be made useful, like the Indian elephant, the horse and the ox, for domestic purposes.

The African elephant has a right to his name, for there is no proof that the Asian variety ever lived in Africa. It has been conjectured that the Indian elephant might have crossed the Isthmus of Suez and populated the northern region of North Africa, where elephants within historic times have been very numerous. The Greek and Roman historians wrote of elephants there, and a little before the Christian era as many as 100 of them were often exhibited at one time in the Roman circus. There is proof, however, that these animals were of the African variety. The elephant head stamped on many medals and coins invariably had the large ears and the cranial peculiarities which so plainly differentiate the African from the Asian species. Many pictures and pictures on the rock walls of the Atlas Mountains strikingly depict the characteristics of the African animal. The wild herds of the Atlas Mountains drew their elephants to the sea, and it was as a striking picture of the African variety of to-day as the rock drawings of the bushmen which so faithfully outline the animals of the Kalahari desert.

The elephant no longer exists in North Africa because he has been exterminated by man. Two factors control the distribution of elephants in Africa, and the size of the herd. One is the abundance or the scarcity of plants on which they live; the other is the presence or the absence of man. The whites want the elephant for his ivory and the blacks for his flesh. The elephant seeks new stamping grounds if either the whites or the blacks become uncomfortably numerous.

DRUG ADULTERATION OLD.

Practices in Ancient Egypt Suggested by First Century Note.

From a London Letter.

There has just been placed on exhibition in the Græco-Roman gallery of the British Museum a small letter, which dates back to the first century A. D., and which throws light upon the medical profession of that period. The letter is written upon a sheet of papyrus about the size of a half sheet of ordinary note paper. The writer was a certain Procleius, a resident of Alexandria, the recipient being a drug merchant named Pycnias at Oxyrhynchus in the Fayum. The missive reads as follows:

"Procle